

An aerial photograph of a city, likely Los Angeles, showing a dense urban landscape with a grid of streets, numerous buildings, and green spaces. A large river, the Los Angeles River, flows through the center of the image, bordered by a multi-lane highway. The text "VII. Next Steps" is overlaid on the right side of the image.

## VII. Next Steps

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## Proposed Studies

- **Anacostia Access Study**
- **Bridge Alignment Study**
- **Tunnel Study**
- **Tier I EIS**

Creating a South Capitol Gateway will require a methodical program of transportation analysis, financial planning, environmental analysis, urban design, engineering, and construction, all performed in consultation with community and civic interests. The District Department of Transportation and other public agencies are working cooperatively on this program to transform the corridor's infrastructure.

- To refine solutions developed in the South Capitol Gateway and Improvement Study, DDOT will perform the Anacostia Access Study, which will focus east of the Anacostia River. Poplar Point, Anacostia Park, and the connection to Suitland Parkway include some of the most pressing problems and the greatest opportunities for improvement. The study will look in more detail at the potential characteristics of these opportunities. It will identify both short- and long-term solutions to ensure that resolving harmful conditions need not wait for major construction.
- Construction of the short-term solutions defined in the Anacostia Access Study will follow the study's completion. DDOT will build the improvements that are identified to solve immediate problems and cooperate with other agencies to improve conditions in the area.
- DDOT will lead a cooperative effort of District and federal agencies in the development of a set of urban design standards for the corridor. The standards will address such items as materials, including stone, brick, and others that will create a distinguished form and function; landscaping; lighting standards; and other design elements that define the character of the infrastructure.
- A redevelopment authority could be established to coordinate the monumental task of redeveloping the corridor and building the infrastructure. The authority would function as an umbrella over project management of the numerous efforts underway. It would assist in innovative financing for the infrastructure projects and serve as a trust for the various government agencies and nongovernmental organizations with projects in the corridor.
- One of the most important issues in defining the scale and character of the South Capitol Corridor's improvements is the corridor's role in the larger transportation network. South Capitol Street is one crossing among several that span the Anacostia River. These crossings must collectively meet the need for travel across the river, taking into account the volume and direction of trips and the mode of transportation on which they are made. Design decisions about capacity and connections to the transportation network must reflect this information as well as choices about where and how best to accommodate regional and local trips. DDOT will perform the Middle Anacostia Crossings Study to address these subjects.



## VII. Next Steps

- A DDOT bridge alignment study will look more closely at the bridge's location and configuration. Designing a bridge is a complex undertaking. The design process must consider the environmental resources that could be affected by construction, including potential hazardous materials in the river and the natural and human systems that could be affected by both the initial construction and the long-term presence of the bridge. Geologic conditions that affect the location and design of the bridge structure must be identified. Safe and practical connections to the streets and walkways on both ends of the bridge must be provided. A new bridge must accommodate the river channel and allow navigation, which has different characteristics from those that guided the design of the present bridge. The design process must explore the place of the bridge in the landscape and its physical, visual, and symbolic relationships to the Monumental Core. Finally, it must consider how construction techniques relate to bridge design.

- Similar to the bridge study is a tunnel study, as the construction of a tunnel raises some of the same issues. DDOT will perform a tunnel study that, in addition to the issues described for the bridge, will also examine the appropriate cross-section and tunnel construction methods.

- DDOT will initiate an environmental analysis to identify the impacts of creating a South Capitol Gateway. This will likely require an environmental impact statement (EIS). An EIS focuses on a project's environmental characteristics, but it also considers a broad range of planning issues. The process of performing an EIS, defined by the National Environmental Policy Act of 1969 and extensive regulatory and policy guidance, provides significant opportunities for public engagement in the design and decision-making processes.

The process will be tiered, producing an environmental document for the transportation network followed by more specific documents for individual projects. This approach will allow the environmental process to address the impacts of each project, such as the 11th Street Bridge replacement, a possible Massachusetts Avenue river crossing, and improvements to Kenilworth Avenue and I-295, as well as their interrelationships. The tiered process will also allow projects like the South Capitol Gateway that are farther along in the planning process to proceed without giving short shrift to projects that are still in the conceptual stage.



Bird's eye perspective of the Zone of Improvements west of the Anacostia River that includes South Capitol Street, Half Street, and New Jersey Avenue SE

